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Sea-Mac Nylon Barking Jumper

Ideal all-weather lightweight garment with zip front fastening. Hood attached. Trousers to match. Colour - Navy. Sizes: Small Medium Large Extra Large

Sea-Mac Fisherman's Jersey

A top quality all wool jersey. Four colours - Navy, Black/Blue, Black/White and Black/Red (as illustrated). Sizes: 36" - 46"

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Sizes: Small Medium Large Extra large

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The new range in industrial fishing gear

September 10, 1976



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The new range in industrial fishing gear

fishing news

September 17, 1976

No. 3294

Est. 1913

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SHOW TAKEN BY STORM Weather delays Catch '76

SCOTLAND'S biggest fishing exhibition, Catch '76, is to open today Friday after a two-day delay following a North Sea gale which caused the main tent to collapse last week. Over 30 men working on the site ran for their lives and seven were injured. One man is still in hospital.

A big effort by both organisers and exhibitors to get the show going again was boosted when former Prime Minister, Edward Heath, who was to officially open the exhibition, arrived on Wednesday to tour the stands.

The show will now be opened by Lady Tweeddale. On an early morning visit to the Aberdeen fish market, Mr. Heath was welcomed by two round-breaking skippers.

While he took breakfast on board Argonaut IV, Mr. Heath was greeted with the news that Skipper David Smith had that morning set another Scottish seine net record.

After a five-day trip, Argonaut IV made £13,544 for 755 boxes of cod and haddock. This beat her own record of £12,351 set last month.

Moving on to inspect the stern trawler Glen Urquhart, Skipper Sandie Brown was also able to boast of a new company record as it became certain that the Marr-owned vessel was going to gross well over £30,000. Glen Urquhart was just back from Iceland.

In a speech at a reception for visitors given by the Lord Provost of Aberdeen, Mr. Heath urged the Government to be "robust and persuasive" in its dealings with the EEC.

Although the nation and the fishing industry has benefited from the EEC, pointed out Mr. Heath, we still have a powerful argument for a revision of the common fisheries policy. He

said: "Morale in the industry is low because of the uncertainties facing it. Ships are being laid up and skilled men made redundant."

"New investment is at a standstill — indeed there seems to have been little investment for the last two years."

"Our deep water fishing grounds are threatened whilst, at the same time, large foreign fleets continue to fish around our shores."

"The livelihood of 23,000 fishermen and their families is at stake. Almost 100,000 others directly dependent upon fish or fishing vessels. The processors, wholesalers, fishmongers, fish friers, hauliers, equipment and raw material suppliers, the shipbuilders and repairers — all of these people also are vulnerable."

Continued on back page



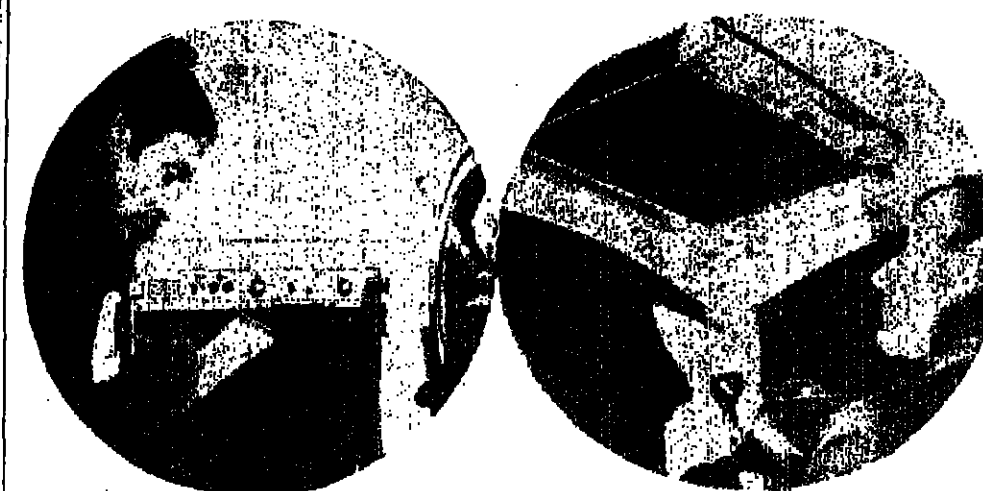
Mopping up last weekend after one of the main tents had been flattened by a gale. Workmen were erecting stands when the tent came crashing down.

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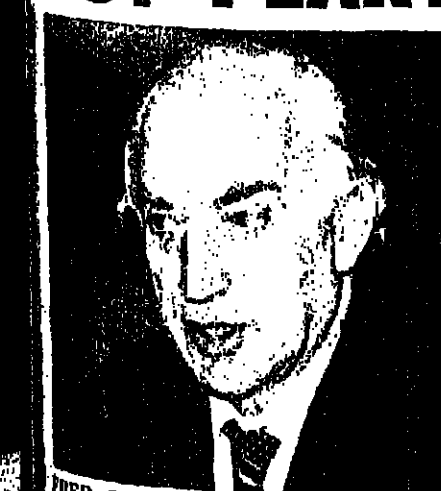


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OUT-PEART



FRID PEART has been replaced as Minister of Agriculture, Fisheries and Local Government, John Silkin.

The new Minister is seen arriving at the Ministry in London on Monday to take up his £13,000-a-year post. He was appointed in the Prime Minister's reshuffle announced last Friday.

Mr. Silkin (58) has been Labour MP for Deptford since 1968. He went to Trinity Hall, Cambridge, before joining the Royal Naval Volunteer Reserve during



IN-SILKIN

World War II and serving in HMS King George V and HMS Formidable. He qualified as a solicitor after the war and came into Parliament after contesting three general elections.

Among the posts he has held are: Deputy Leader of the House of Commons (under Fred Poole), Minister of Public Building and Works, and he had special responsibility for Land when Minister for Planning and Local Government.

See Comment, page two.



The tent housing Aberdeen's Catch '76 fisheries exhibition lies flat on the grass (below), with the top of the metal supports buckled. One of the exhibits — a set of seine rope reels — was left in the middle of the exhibition floor (left) when around two-thirds of a main tent collapsed. However, early this week stands were being fitted out and the show looked back on the road again.

fishing news

Editor: Harry Barrett
Assistant Editor: Ian Strutt
Scottish Correspondent: Gloria Wilson
Advertisement Director: Fred Purcell
Managing Director: W. A. Cathles
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COMMENT

THE DEPARTURE of Fred Peart as Minister of Agriculture, Fisheries and Food is not likely to be viewed with much regret by the fishing industry. His performance has been dismal. In setting out to foster the image of the 'farmer's friend', Mr. Peart came to be equally regarded as the 'fisherman's foe'. His lack of concern for the fishing industry was underlined by the way he was prepared to delegate most of the pressing problems to his rather pedestrian Minister of State, Ted Bishop. As a result, Mr. Peart became just a shadow in the background at a time when fishing needed a strong man in the Cabinet. At the beginning of the year, when the row with Iceland was at its height, Mr. Callaghan, then Foreign Secretary, saw fit to remind Mr. Peart at a press conference that, once a settlement was reached, it was his job to get out and make a good future for the British fishing industry. Perhaps Mr. Callaghan suspected then that something more than Mr. Peart's easy-going affability was needed if our fishing industry was going to survive. Although a change was necessary, it could not have come at a worse time. Whatever the ability of Mr. Silkin as the new minister, the fact is, he is green and untried in Europe where renegotiation of the Common Fisheries Policy is reaching a crucial stage. On these negotiations rest the hopes of British fishing — an onerous task for a man formerly in charge of planning and local government.

Congratulations to Davie Smith of Argonaut IV on his record catch of £12,350 using a

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We regret that a Printer's error occurred in the Jackson Trawls Advertisement in last week's issue. The corrected Advertisement appears above — Fishing News.

Early lay-up likely

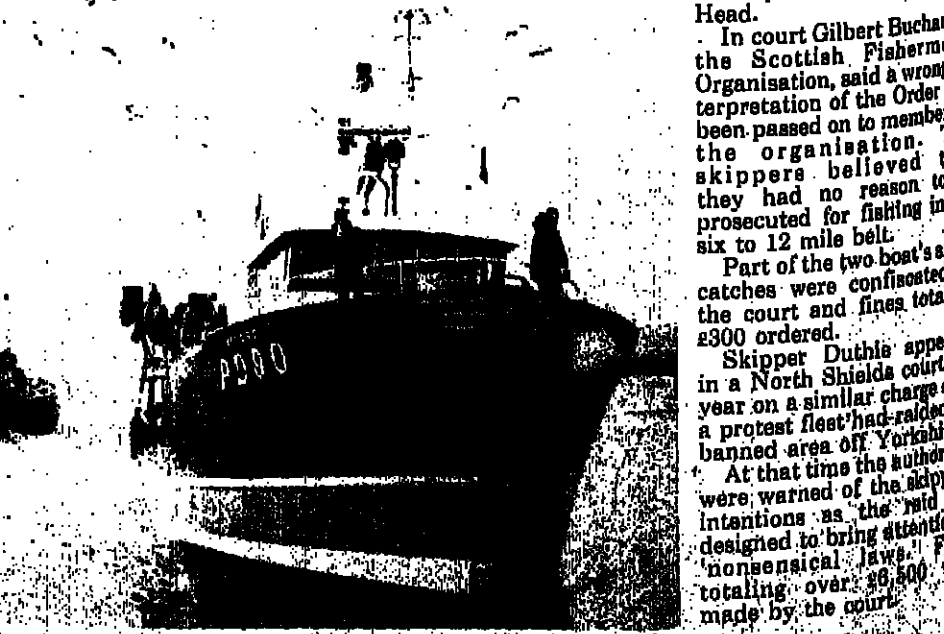
THE FIRST spells of really rough weather — and a marked decline in North Sea fishing since September came in — could hasten the traditional winter lay-up for Grimsby's fleet of seiners. Already several prominent skippers are talking in terms of two, or possibly three, more trips. At this time of the year the daylight-only occupation of anchor seining, as practised from Grimsby, becomes very demanding and most owners begin thinking about the winter break in October. Much depends on the weather and the fishing, as clearly no one will want to miss the chance of a good late run. This year, however, the signs are none too promising. Whichever way the weather does turn, another factor to be considered is the spratting season. Fish meal prices are currently fairly high and sufficiently attractive to interest quite a large number of owners and skippers, who will be looking for an early break, to convert to sprat fishing. An early cold spell with autumn frosts could encourage shoaling. A number of the older seiners are also earmarked for DOT modifications under the new safety regulations. Grimsby is reliant on seiners to cushion the effects of the decrease in Icelandic landings.



HERRING BAN DATE IS SET

HERRING fishing in the North Sea is banned from mid-night on Sunday (September 19) until the end of the year. Licences authorising British vessels to fish North Sea herring are being suspended, according to a joint announcement by the Fisheries Departments made on Thursday last week. The ban reflects Government concern at over-fishing and follows its recent rejection of the North-East Atlantic Fisheries Commission's quotas. Figures show that 23,500 tons of herring have been taken from the North Sea by British vessels so far this year. British herring boats fished on after reaching their 9,700-ton NEAPC quota limit because of the massive foreign effort on the stock. The only herring allowed to be taken from the North Sea up to the end of the year will be from the local fisheries off East Anglia and south-east England, or as a by-catch. George Hunter, secretary of Shetland Fishermen's Association, said before the ban announcement came that the delay in letting the industry know the exact date when fishing would stop was "intolerable." He said: "It is not good enough for the Government to leave it to the last moment. We need time to plan the closure." Late last month the industry told the Government that September 20 was the earliest the ban should be introduced. Commenting to *Fishing News* this week, Jimmy Lovie, chairman of the Scottish Fishermen's Organisation, said: "We believe in conservation, but with foreigners industrial fishing right on the limit, this makes a mockery of the whole thing. Conservation measures must be imposed on everybody." Meanwhile, two prominent Scottish skippers have been fined for breaking the Yorkshire Herring Closures Order 1976 which came into force on August 20. The ban halted fishing for herring inside UK limits between the Tees and Flamborough Head for conservation reasons. In court at North Shields last week were skippers James Duthie, of the steel mud-purposed boat *Accord*, and George Colin of the wooden boat *Starcrest*. Both boats were fishing in the six to 12 mile belt and were arrested and brought into the Tyne by HMS *Bickington*. It was said that their gear was not taken aboard when ordered by a protection vessel. The two boats were fishing between Hartlepool and Flamborough Head. In court Gilbert Buchan, of the Scottish Fishermen's Organisation, said a wrong interpretation of the Order had been passed on to members of the organisation. The skippers believed that they had no reason to be prosecuted for fishing in the six to 12 mile belt. Part of the two boat's small catches were confiscated by the court and fines totalling £300 ordered. Skipper Duthie appeared in a North Shields court last year on a similar charge after a protest fleet had raised the banned area off Yorkshire. At that time the skippers were warned of the consequences as the 'raid' was designed to bring attention to 'non-scientific' laws. Fines totalling over £5,500 were made by the court.

The skippers of *Starcrest* (left) and *Accord* have been fined for fishing inside a herring conservation area off Yorkshire.



Grimsby pair record goes again

TOP Grimsby pair trawler skippers Jens Bojen and John "Lemon" Richardson, in *Margrethe Bojen* and *Frances Bojen*, broke the port pair team grossing record again last Friday. They had a combined tally of £30,342 from 1,364 kts after an 11-day North Sea trip. This is the fourth time the pair have set up a new Grimsby grossing record since *Margrethe Bojen* arrived as a new vessel in the spring. It is also the fifth time the record has gone this year after sticking on £24,420 for over 24 years.

Both vessels had heavy cod catches in landings of 730 kts by *Margrethe Bojen* (sale value £18,505) and 624 kts by *Frances Bojen* (£16,837) through the John R. (F.S.) Ltd agency. The new record is all the more remarkable as the pair had some very rough weather during the trip. Despite the massive grossing, the trip failed to establish a new daily average record for port teams, but the Bojen vessels already hold this Grimsby record from a landing in August.

There was also an outstanding catch worth £28,729 from the converted seiners *Starcher* (Skipper George Neppel) and *East Bank* (Skipper Tommy Turnbull), with 514 kts and 409 kts apiece, from a 12-day trip. For vessels with a limited capacity this team, headed by Tom Sleight (F.S.) Ltd, seem to be in a class of their own.

MACKEREL MEN 'ON EDGE'

MACKEREL line boats working off Cornwall are finding that the fish are improving each day. Fleets of inshore boats are picking between 24 and ten cwt off Falmouth and catches so far have been mixed, ranging from all smalls to quite a good mix of sizes.

'Emmie' ashore

THE seine netter *Emmie* lies on beach at Low Newton, near Falmouth, on the Cornwall coast, after being blown ashore from her mooring in gales. Two cobbles at Low Newton were smashed to pieces and fishing boats along the coast dashed for harbour as a Force Nine whipped gale came. The Eymouth-based *Emmie*, skippered by John Gillies, had to lie off the Cornwall coast for five days until the weather improved.

Fleetwood firm over new Caley boat

IT IS STRONGLY rumoured that a Fleetwood firm is taking over a new 87ft. long seiner-trawler just completed by an east coast shipyard.

Although it has not been confirmed, it is understood that Wyre Trawlers of Fleetwood will operate the steel-hulled *Olivia*. She was originally being built to the order of Skipper Alec Strachan of Peterhead in association with Caley Fisheries Group Ltd, and was to be named *Devotion*. In addition to trawling and seine netting, she was also designed for great line fishing. With his existing boat, *Devotion 11*, Skipper Strachan worked great lines in the summer until recently. He is one of the few remaining Scottish fishermen still interested in this method of fishing.

However, several months ago Skipper Strachan decided not to take delivery of his new boat and sold his interests in her to Caley Fisheries. *Olivia* is the second vessel to be completed at Tweed Shipyard (Berwick) Ltd, since the yard was taken over by Associated Fisheries early last year.

The take-over had followed the financial collapse of the yard which belonged to Intrepid Marine International and was known as Berwick Shipyard.

Intrepid had received orders to build four vessels for Peterhead, three of which were being built for their skippers in association with Caley Fisheries. Associated Fisheries, which is Caley's parent company, took the yard over to complete these boats. The fourth vessel was being built for Skipper James Duncan of Peterhead and, under a private arrangement, her hull

was towed away for fitting out in Peterhead. Named *Morning Star*, Skipper Duncan's boat was finished only recently and was described in the Scottish issue of *Fishing News* (September 10).

First of the three vessels in which Caley had interests was *Antares*, which was built last year for Skipper Stephen Bruce. The third one was being built for Skipper James McLean of the Peterhead boat *Adoration* but, like Skipper Alec Strachan, he later sold his shares in the boat to Caley. This boat is still under construction at Berwick.

Olivia — originally built for a Peterhead skipper in conjunction with Caley Fisheries — looks like being taken over by a Fleetwood owner.

Olivia has been designed by Tynedraft Design Ltd, of Newcastle-on-Tyne, and has an overall length of 87ft. 6in.; moulded beam of 22ft. 6in.; and moulded depth of 12ft. 9in. She is powered by a Mirlees Blackstone engine which runs at 900 rpm to provide 750 hp. The engine turns a Liasen variable pitch propeller housed in a Liasen nozzle. Two

Gardner 6LX auxiliary engines are fitted, one driving a 40 kW ECC 415V alternator and a bilge and general service pump and the other driving a 78kW ECC 415V alternator and another bilge pump. One of the auxiliary engines also drives a Vickers stand-by hydraulic pump for the deck machinery.

Trawl winch, seine winch, net drum, boom swinger and anchor windlass are all of Robertson manufacture. A Rapp 24R power block is fitted aft of the deckhouse. The trawl winch lies just forward of the deckhouse and the seine winch is fitted with a cargo drum. C. F. Wilson of Aberdeen has supplied the hydraulic system for the gear handling machinery. It is an open system fed by a Vickers pump unit driven off the fore

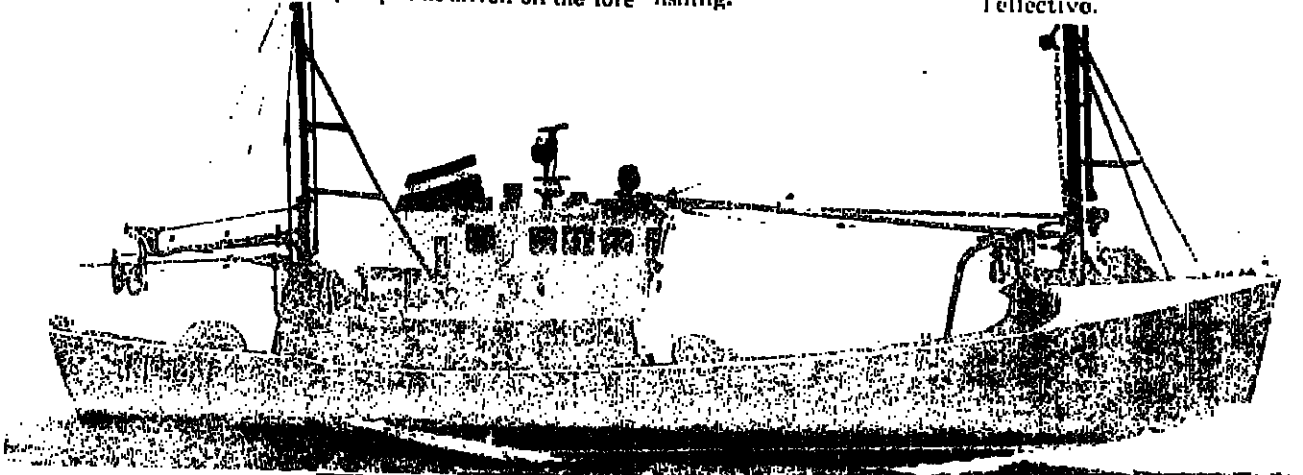
end of the main engine through a Framo gearbox. Boom swinger, anchor windlass and also a line hauler are independently powered from an electrically driven hydraulic pump.

The fishroom is lined with glassfibre and fitted with Alcan aluminium stanchions and Hakvoort aluminium boards. Wheelhouse equipment includes Kelvin Hughes MS44 echo sounder and Eloc sonar, 'Sailor' radio telephone and Redifon VHF radio telephone, Decca 101 and RM514 radars, and Tenford steering gear. An unusual feature of the boat is the mizzen sail which has been requested by her original skipper to keep her head to the wind while line fishing.

ALAN BEITH, Liberal MP for Berwick-on-Tweed, is to press for a House of Commons Committee to be allowed to debate a 'new Order' brought in by the Government to control net mesh sizes for sprats.

Northumberland and Firth of Forth fishermen say they were not given time to object to the new Order, which does not go far enough.

They are demanding a 12mm limit, instead of the 16mm, in the new Order, and they also question why purse seines are not covered. Mr. Beith commented: "These are the very points which the Ministry should have sorted out with fishermen before bringing in the Order. Conservation measures must be practical and effective."



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MODERATE inshore fishermen at Grimsby are up in arms again. This time the victim of their enmity and resentments is Fisheries Minister of State, Ted Bishop, who recently refused to consider legislation against foreign vessels landing crab claws in Britain.

The main offenders, as inshore at Grimsby revealed about this time last year, are the EEC vessels. The question being asked, amidst torrents of vitriolic abuse directed at Mr Bishop by the inshore men — and not just the handful of crabbers it effects — is does he really have their interests at heart?

Or is he more concerned at not upsetting our Common Market partners, at the very time Britain must play her cards with extreme caution and great skill in Brussels if we are to stand any real chance of extended and exclusive limits of our own within the EEC "pond".

Presumably Mr. Bishop realises that if the Government is successful the claw problem should clear itself up as they are taken from crabs mainly well inshore.

Clearly, though, Mr. Bishop has not enhanced his uncertain reputation in many fishing circles by listening to the advice of his "boffins" and ignoring the evidence of experienced fishermen who know their jobs inside out and have seen, so often, the horrible suffering these limbless creatures undergo before life is finally drained away, usually by starvation.

There has been little comfort for the river fishermen this year with fishing absolutely disastrous. Since August the former smack *Alert* has tied up and gone up for sale, while the liner *Breadwinner*, once of Lowestoft, has been sold to interests outside fishing.

THE PRESENT AND FUTURE FOR THE FISHING INDUSTRY

Is the theme of the next Nautical Institute conference at Hull on 28th & 29th October, designed to provide an opportunity for all branches of the Fishing Industry to discuss the future.

The programme covers:

The Trawler Industry
The Inshore Industry
Fishing Co-operatives
Legislation
Conservation
Fishing Technology
Training

The Conference has been planned to provide essential information to the professional fishermen as well as those concerned with fishing policies.

For further details, contact D. R. Derrett, Hull Nautical College, Hull HU1 3BW. Telephone: 0482-27683. The fee for the two days including the papers and meals is £25.

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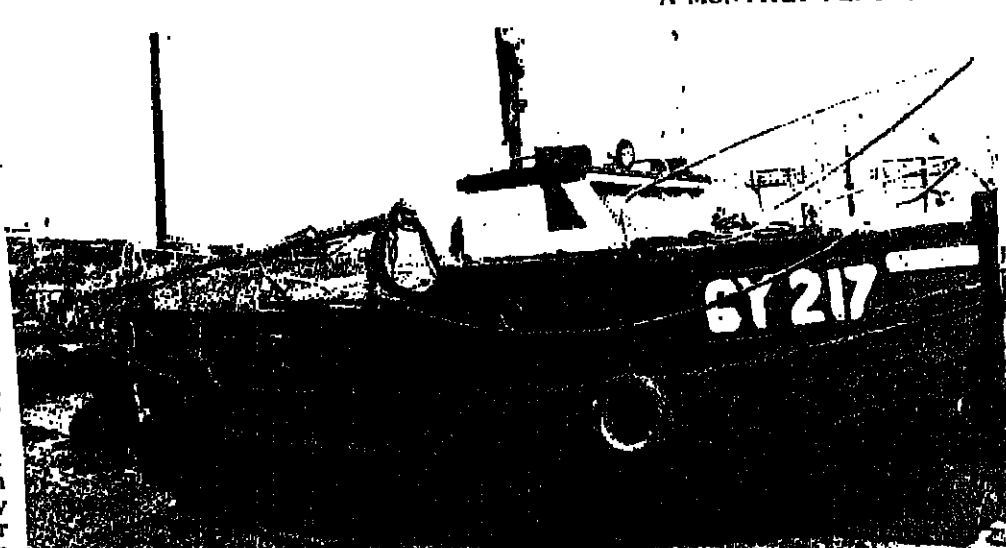
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INSHORE at Grimsby

A MONTHLY FEATURE



Other inshores are trying to make ends meet by ferrying angling parties into the Humber estuary and a recent addition here is the 23-footer *Betty*.

Invariably there is always an optimist, or two, and Welshman John Stocker has bought Bob Gittings, 20ft. inshore *San-Kev*.

He is working all hours to fix her up for spragging and beam trawling in the river later on and hopes to make a full-time living from her.

"It's been my life ambition to own my own boat," he admitted to *Fishing News*, "and given a bit of luck I think I can make a go of it." With a name like Stocker how can he fail!

As everyone is well aware things have been vastly different for the seiners and their tactics as there have been a succession of records this summer.

One which passed almost unnoticed was a new daily average port record for pair trawlers. This prize was



recaptured on August 28 by *Margrethe Bojen* and *Frances Bojen* with crack skippers Jens Bojen and John Richardson in charge.

From an eight-day trip they grossed £32,387 from 1,350 kits and set new standards of £4,048 per day for the team or £2,024 per vessel.

Both work under the new John R. (F.S.) Ltd. agency. (See page 3 for details of their new record!)

Also setting all sorts of records is the tangle netter *Wardley* (Skipper Eric Lose). Her returns in her first full year are already better than those for the whole of 1975 when she was one of the port's top seiners.

She is, of course, the only local tangle netter in the port, hence the records, but having seen what she has done others seem certain to try their luck.

A new face among the pair skippers belongs to David Butterfield, formerly mate of the Shields trawler *Ben Vurie*, who has taken over *Kathleen* which works with Tom Scorer in *Taarnborg*.

A young man who has a fine trawling record behind

Above: *San-Kev*, the 20ft. inshore boat, has been fitted out for spragging and beam trawling by Welshman John Stocker (left). He hopes to work her full-time out on the river. Above right: the 23ft. *Betty* is trying to make a living by taking out parties of anglers into the Humber Estuary.

him, David has no regrets at the move into pair trawling. *Kathleen* and *Taarnborg* alternate between Grimsby and North Shields.

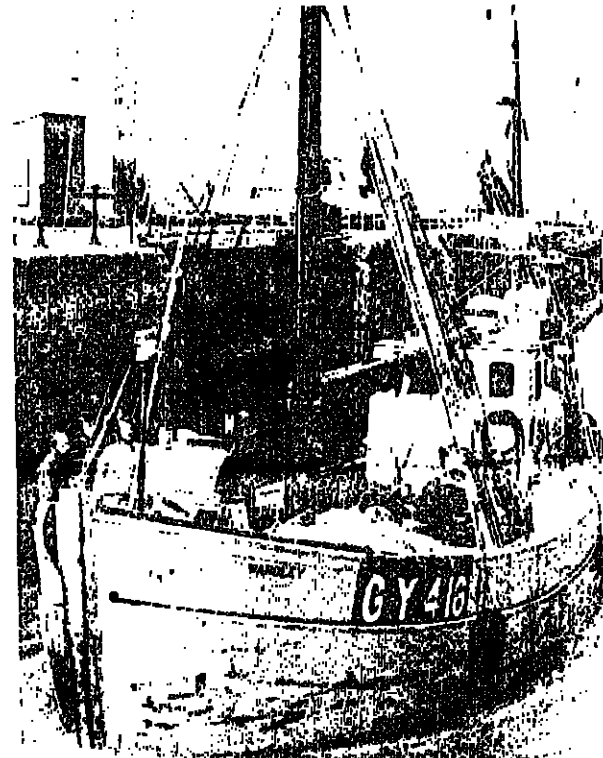
Former pair trawler *Edith Borum*, anchor setting under Skipper Gordon Hohan, has had her whaleback removed and will probably fit seine rope drums.

On this subject the fly shooter *Sioux*, after fitting a sonar at Grimsby, has been over to Thyboron, Denmark, for a special custom-built set of Rammé drums.

Additionally her agent, Tom Sleight (F.S.) Ltd., has placed orders with Grimsby agents Marine Diesel (Service) Ltd. for local fittings to *Pacemaker*, *Lairloch*, *Kesteven*, *Orlik*, *Zanto*, *Maxwell*, *Fourseas*, *Cleaver Bank*, *Hallon* and *De-Aston* and this queue for the Rammé drums seems certain to lengthen as other owners realise just how unpopular the old coils are becoming with crews.

Hopefully there will be better news shortly of Tommy Spall's mini-trawler *Pacem* in *Terris*. She has had plenty of ups and downs this year, including a fire, and recently a long wait for spares, but now North Sea expert trawler skipper Harry Mitchell is taking her and it is expected this more positive approach to North Sea fishing will at last pay dividends.

TOM WOOD



Above: *Wardley* — setting up lots of new records as Grimsby's only tangle netter. After her success, others at the port may try their luck. Right: David Butterfield, formerly mate of a North Shields trawler, has now taken over as skipper of *Kathleen*. Below left: *Sioux* on the slipways having a Simrad sonar installed before she left for Denmark to have custom-built Rammé drums fitted. Below right: *Pacem* in *Terris*, after many ups and downs, may now have a more positive future.



No merger at Peterhead harbour

THE Secretary of State for Scotland is not following up a recommendation that the two harbour authorities at Peterhead be replaced by a new single authority.

This was stated by Urogor Mackenzie, M.P., Minister of State at the Scottish Office, at Peterhead this week during a tour of the north east.

The authority for the fishery harbour is the Trustees of the Harbours of Peterhead, whilst the Secretary of State for Scotland is harbour authority for Peterhead Bay Harbour. The management of the latter is undertaken on his behalf by Peterhead Bay (Management) Co. Ltd.

The recommendation that a new single authority be set up to replace the two existing authorities was made in June 1975 by Mr. C. Gordon Coutts Q.C., Reporter to a public inquiry.

In deciding not to set up a new single authority, a step which would require legislation, the Secretary of State said that he had been influenced by the strength of local opinion against unification and, particularly, the objections made by the Peterhead Harbour Trustees and the advice of the Peterhead Bay (Management) Co.

The Secretary of State will now be considering further, in the light of this decision, the arrangements for the future management of the Bay Harbour.

LOOK OUT FOR GANG

DORSET police have issued a warning to fishermen that a gang of thieves are operating along the south coast.

The thieves have been taking navigational equipment, and nets are after dark.

IRISH JOIN UNION

IRISH fishermen may join a union following a decision by the Irish Share Fishermen's Association to help set up a new branch of the Irish Republic's largest union, the Irish Transport and General Workers'.

At the same time, the union has pledged a major campaign to support fishermen in establishing a 50-mile limit around Ireland.

The decision to set up the union in fishing followed several meetings with representatives of the union, at which the fishermen heard about ITGWU services.

A statement issued by the share fishermen's association said that it is clear that most fishermen knew very little about trade unionism. On the other hand, the unions were surprised that fishermen had not joined before in view of certain causes of poor conditions.

"Many skipper-owners have welcomed the development, as they realise that a strong trade union would improve working conditions and attract more and better types of people to the industry, and better working standards," said the statement.

"They also realise that in the present challenges facing the industry and, particularly the 50-mile limit issue, the trade union movement with its thousands of members in all industries would be an invaluable ally."

The statement also said that the great majority of skipper-owners treated their crews well, according to

customary standards, but if a boat's earnings were not up to providing fair conditions, "then the whole basis of the industry needs to be examined."

The association feels an important part of union involvement is that fishermen would get their skills recognised if they wished to work outside fishing, such as on cargo ships or oil rigs.

The statement called on all share-fishermen to join the union branch and asked for the co-operation of everyone in the industry to work together constructively.

Further details of membership are available

from the association's secretary, Davy Page, c/o Harbourmaster, Howth, Co. Dublin, or from Paddy Daly, chairman, tel. Dublin 326390.

Meanwhile, the general secretary of the ITGWU said that the position on fishing is shocking, to say the least. As it stands at present, after 1982, ships of other EEC nations could fish up to Ireland's very shoreline without restriction.

More training and investment for maritime research is required and an imaginative approach towards mariculture is needed, he said.

NEW *Water Challenge* *Competition*

She has been on top for 31 months and, although *Aroff*, *Cavalier*, lying second for a second successive month, has cut the leader's margin by 204 points, the *Boyd Line* ship is still 1,996 points behind.

Ross Altair, previously held in eighth, has pushed appearing in brackets.

Twenty-nine wet fishing vessels are given positions in this table with the top 10 being listed below. Positions held in the previous table eighth, has pushed appearing in brackets.

Kits landed Points

1. (1) *Hammond Innes* (Newington).....17,937 25,906

2. (2) *Aroff Cavalier* (Boyd).....17,459 23,912

3. (8) *Ross Altair* (BUT).....13,280 21,484

4. (4) *St. Dominic* (Hamling).....15,374 21,385

5. (9) *Ross Trafalgar* (BUT).....13,806 21,303

6. (5) *Somerset Maugham* (Newington).....16,387 21,238

7. (14) *Ross Canaveral* (BUT).....13,973 19,989

8. (13) *C. S. Forester* (Newington).....13,586 19,568

9. (10) *Benella* (Murr).....12,662 19,523

10. (11) *Loch Erball* (BUT).....12,684 19,207

Fleetwood men not paying dues increase

FLEETWOOD inshore fishermen are up in arms over a 25 per cent increase in berthing charges being imposed by British Transport Docks Board.

Last week the fishermen had talks with Fleetwood docks manager, Tony Windfield, and they are now seeking talks with Mr. P. Murch, British Transport Docks Board director of small ports.

The men are withholding increases, which were due to start on September 1, and Fleetwood inshore fishermen's Association was meeting yesterday (Thursday) to discuss the situation.

After the meeting with Mr. Windfield, Peter Brerley, the association's treasurer, said: "The future of the inshore fleet is in the balance. Take any more out of it and it will go down."

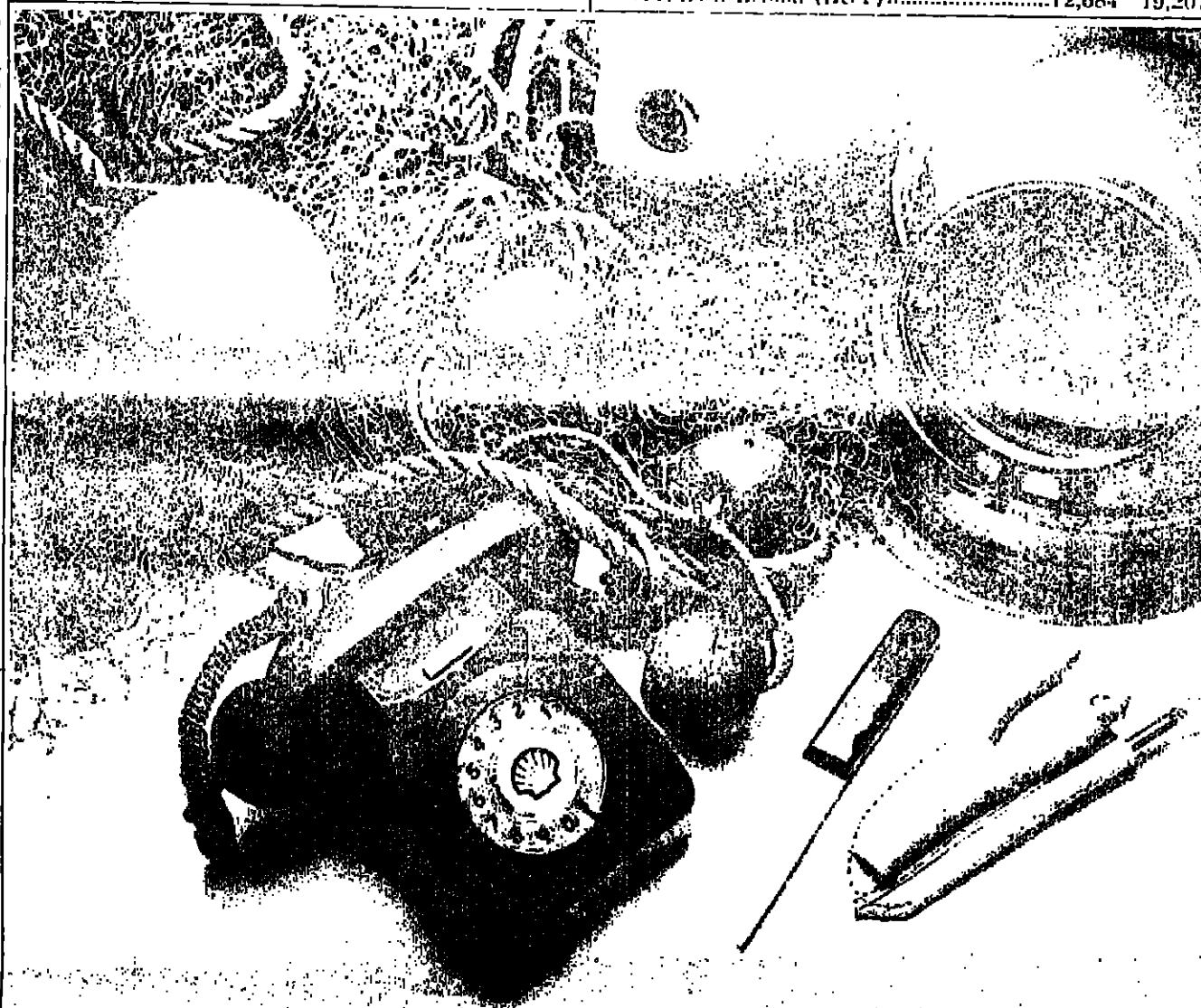
He said that since the improvement of the quay, where the inshore boats berth, the docks Board had been able to land behind the quay. "The land is now earning

money and should be taken into consideration. It should be knocked off our liability." He added: "There has been no great increase in prosperity for the inshoremen. The price of the type of fish that we catch hasn't kept pace with the cost of living."

David Rainford, chairman of the association, said that in recent years the inshoremen had paid increases of nearly 130 per cent. "I think there could be a lot of trouble. The Docks Board is going too far. Any inshoreman operating from one of its ports is being crippled."

The 25 per cent the men are resisting has been paid by other port users since March. The Docks Board allowed the inshoremen to escape the increase because of their poor financial position, but now the increase "must" come into effect.

The rise means that there will be a levy of 25p pence on each box of fish landed, instead of the present 20.4 pence. Berthing charges will go up from 9.7 pence to 12.1 pence per foot a week.



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01-438 2800 for fuels

services at new locations, if the demand is adequate. And about the credit-card supply facilities, which allow pick-ups without cash at Shell contracted ports at home and abroad.

Or, for details of the comprehensive Shell Technical Services available, dial the special 01-438 3316 enquiry number.

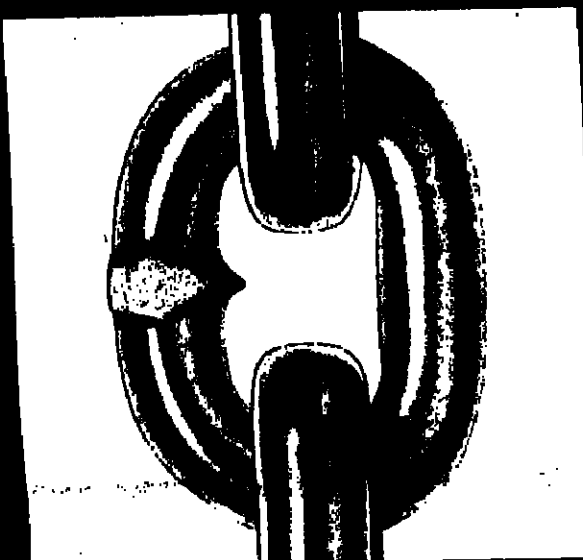
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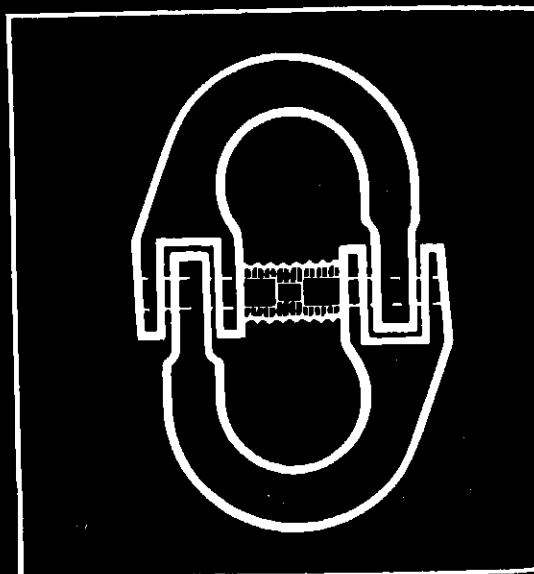
In most trawling situations, tests conducted over the years have indicated clearly that the addition of Dragalloy chain to steel wire rope has significantly improved cable life and efficiency. In bridles and main cables, for example, a combination of one third steel wire rope and two thirds Dragalloy Chain, introduced where the cable is in contact with the sea bed has produced an average improvement in life expectancy of 7:1.

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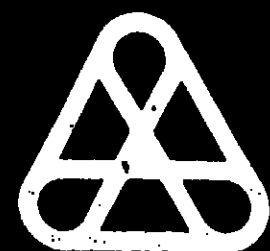
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'Hyacinth' keeps ahead in Colne smack race

THERE were several newcomers to the Colne smack race held on Saturday, September 4, but one of the regulars, *Hyacinth*, was first across the finishing line.

Wind forecast was NW up to Force 5, diminishing, and Course A was chosen out of several courses which can be used depending on the weather.

The course chosen starts from a line off Batsman's Tower, Brightlingsea, then along the coast to a spar buoy laid off Clacton. Boats sail around the Waller Spitway Buoy, leaving it to starboard, and back to the line off Brightlingsea. Tide predicted was 19ft. 8in.

The wind fell very light, and the sails set reflected this. There were watersails below booms, and extra large staysails A.D.C. set a tremendous one to take every advantage of what wind there was.

Craft like *Hyacinth* set small topsails. She is only 35 ft. 10 in. overall, and has no topmast, so in suitable conditions the sail is sent up with a pole fastened to its luff. It is, in fact, a staysail set upside down, but looks as if it was made as a topsail when it is up there.

Stormy Petrel displayed a good turn of speed in the early stages of the race as the smacks ran down the coast to Clacton.

Astern of *Hyacinth* were *Lizzie Annie* and *Peace*, which had an extended luffing match; then *Peace* crept up on *Hyacinth*.

These two opponents — which battled for second place in the Thames Oyster Smack Race *Fishing News*, September 9 — fought it out all around the course. In a luffing wind, the fleet went out to the Spitway and then turned for home.

The last stage of the race saw an unlikely finish, caused by bad luck. *Hyacinth* was well ahead, and looked like she was going to stay there, while *Peace* looked certain of second place.

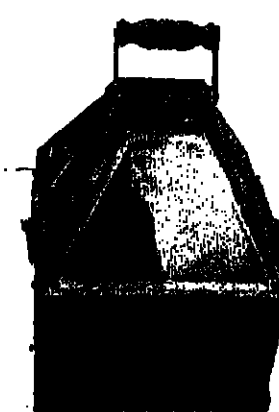
Then *Peace* ran aground off St. Osyth Stone. She managed to work her way off again and got back in the race. However, she lost her place in those few minutes and was overtaken by *Lizzie Annie* and *Ally*, which came in second and third, with *Peace* very close fourth.

The three craft — positioned almost as they are beads on a string — provided a very exciting finish.

After the race some 100 boats were moored in Brightlingsea Creek. There was a supper given on the *Hyacinth* estate. The boat was presented by the same time attracted a large number of people, but skippered by John Fair-



Above: Brian Kennell the winning skipper, at the tiller of *Hyacinth* as she races towards the finishing line. *Peace*, seen right behind, came in fourth after running aground. Below left: an antique compass set in its binnacle aboard *Hyacinth*. Below right: the Colchester-registered *Peace* rounds the Spar Buoy off Clacton and cuts it very close.



smack G. and A. for the day.

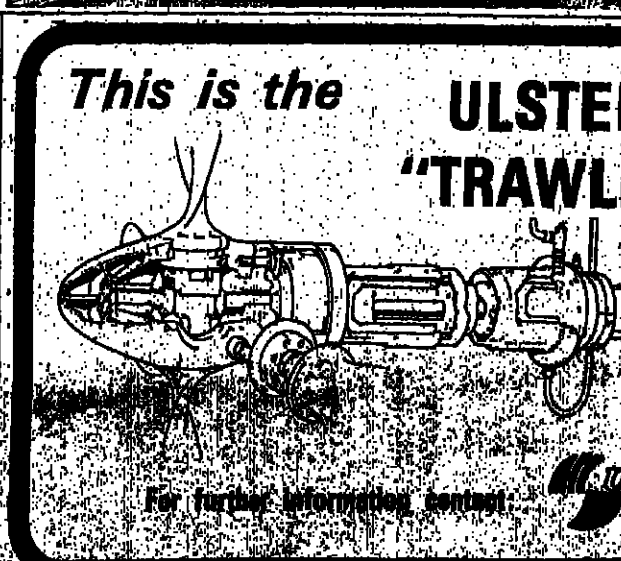
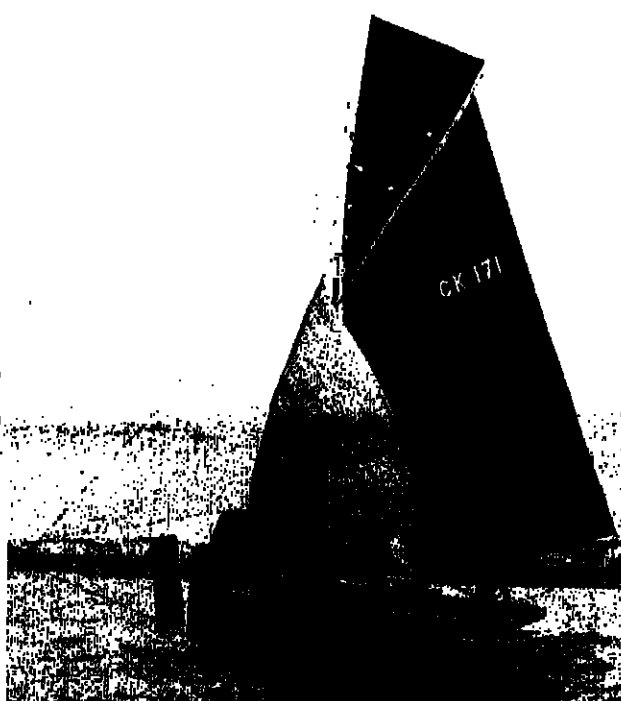
First smack over the starting line was G. and A., winning the Hammond Bell Trophy. Brian Kennell of *Hyacinth* was awarded the King Colne Cup for taking the smack over the finish line first.

Second over the finish line was *Lizzie Annie*, gaining the Arthur Bowles Cup; while Dick Harman's A.D.C. third across the line, won the Xanthe Trophy (a mounted dead eye from the smack of that name).

Brian Kennell came up again for the Skipper's Cup, while the Eva Bunting Seamanship Cup was awarded to Cecil Stebbings of *Ethel Alice*.

Winners' pennants (blue with yellow embroidered lettering) were made by Mrs. Pauline Lawrence, and the race was organised by Mrs. Lillian MacGregor, whose husband finished G. and A. commercially until a few years ago.

A large race held at the same time attracted eight entries: *Kitty* skippered by John Fair-



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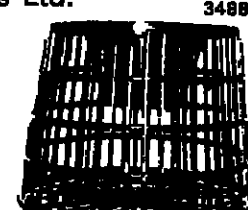
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£30m year for Scots PO

THE Scottish inshore fishing industry has long been renowned for its rugged individualism.

The system of working has led to a degree of competition which far surpasses that in most other British fishing industries.

If anyone had suggested some 12 months ago that a large part of this heterogeneous industry would come together and form one of the country's largest and most effective producer organisations, it would almost certainly have led to a good deal of scepticism.

However, some 12 months after becoming operative, the Scottish Fishermen's Organisation has seen its membership grow from a nominal 120 to over 700.

The economic area of the Scottish Fishermen's Organisation stretches from Peterhead in the east, to Whitehaven in the west, including Shetland and the Outer Isles, and so covers the largest area of any British producer organisation.

This geographical dispersion does involve some problems now that the organisation has set up its headquarters in Edinburgh, as the distance between members in, say, Stornoway and Lerwick, is considerable.

A system of communications is, therefore, essential. In order to establish this, a number of port com-

mittees have been established throughout the economic area to enable local problems to be tackled in the first instance by those with valuable local knowledge. In this way, many of the day-to-day problems can be immediately tackled.

Although large in its geographical area, the performance of the SFO in terms of landings is just as impressive. In the past year the value of landings by members was in the region of £30 million. Bearing in mind that the organisation started life with only 120 members, this figure indicates the economic importance of the SFO fleet — an importance likely to grow over the coming year in the light of proposed limit extensions.

Above all else the past year has shown one thing: that collective action to improve returns to the fishermen is possible even within an industry so diverse as the Scottish inshore industry.

Much has been achieved in the past year, but the challenge of the future is even greater.

We move into a situation which only a few years ago would have seemed impossible — an era when exclusive zones are almost with us, not to mention the quotas which have gradually been introduced in the past few years, in particular to important species of fish.

The rule of the government in the fishing industry is, therefore, likely to increase in the next few years and, whereas the voice of individual fishermen might get lost in the process of political bargaining, the executives of the SFO ensure that at least Scottish inshore fishermen have a body which can make its voice heard at a very high level.

I should also like to take this opportunity to express my personal thanks to all those who have assisted me during the past year.

Without this assistance, advice and generosity, our progress in the past year would most certainly have been much slower — Jimmy Lovie.

ONE YEAR after the formation of the Scottish Fishermen's Organisation, chairman Jimmy Lovie gives details of progress made by the PO in this letter to members through the columns of Fishing News.

Enforcing 200-mile limit - U.S. style

THE 200 MILE limit — perhaps the most persistent issue to occupy the United States commercial fishing industry since the arrival of foreign fishing fleets off the US coasts some 15 years ago — will become a reality on March 1, 1977.

On that date, the fisheries management and conservation provisions of the legislation signed on April 13 by President Ford will be enforced by the US Coast Guard and special agents of the National Marine Fisheries Service (NMFS).

Surveillance of foreign fishing off the United States by US fisheries agents, supported by the US Coast Guard, began officially in 1960 when the first of the massive foreign factory ships arrived in fleets off the New England coast and Alaska.

Later in the 1960s, the US surveillance effort was expanded to cover foreign operations off the Pacific and middle Atlantic coasts.

As the number of foreign fishing vessels increased further south, the Gulf of Mexico and the southern Atlantic states were also encompassed by the regular programme of patrols by US aircraft and surface units.

Under existing international law, until the 200-mile limit is enforced, foreign vessels can legally fish off the coasts of the United States beyond 12 nautical miles offshore.

Federal laws grant US

SHORTLY, the EEC is expected to announce extension of fishing limits to 200-miles. This has been a by-product of the successive failure of the Law of the Sea Conference to agree by a number of countries to extend limits, unilaterally, to 200 miles. How this limit is going to be enforced and operated is not clear. — reproduced by kind permission of Fishing Gazette — one country, the United States, is tackling the problem.



U.S. Coastguard planes like this Albatross take fisheries agents to check on fishing activity. The plane is about to leave Cape Cod to patrol off the Atlantic.

national exclusive fishing rights in US territorial waters, which extend three nautical miles from shore, and in the nine nautical mile US contiguous fishery zone, which extends from the outer limits of the territorial sea to a point 12 nautical miles offshore.

The US has, under specific international agreements, allowed foreign fishing vessels to operate within the contiguous fishery zone. Prior to the enactment of an extended jurisdiction, the US could only attempt to regulate foreign fishing beyond 12 miles by negotiating bilateral or multilateral fishery

agreements which through the years became increasingly complex, costly, and often failed to achieve the specific conservation objectives expected by US fishermen.

The constant presence of massive multi-national fishing effort off the coasts of the United States has been both an economic disaster and a source of embarrassment for the fishing industry, especially in New England.

The relentless depletion of fish resources, historically, if not legally, belonging to the United States, has already been demonstrated by the economic knock-out punch.

The source of embarrassment has always been the obvious technical and fleet superiority demonstrated by foreign fishing vessels — from trawler to factory ship.

In 1974, within the 200-mile perimeter that will next be covered by the new extended jurisdiction, foreign fishing vessels reported catches of 7.9 billion pounds of various species, compared with 4.8 billion pounds of this total was taken by Japanese vessels off

Right: Spanish stern trawlers in force fishing squid off the Atlantic coast of America. The ships were following the 80-fathom line. Below: the Japanese sloop Shikahime Maru in waters off the U.S. coast. She delivers her catch to a mother ship daily.



Alaska. Soviet ships took another 2.2 billion pounds from Atlantic and Pacific waters.

In stark comparison, US fishermen that year took only 660 million pounds from the waters off the Alaska-Washington-Oregon coasts combined, and only 780 million pounds from the Atlantic fishing grounds.

Lloyd's Register of Shipping lists 4,219 Soviet fishing vessels of over 100 tons, compared with 3,149 for Japan and only 1,743 for the US. The USSR predicts that its fishery landings this year will exceed 10 million tons, 14% of the estimated world catch.

The provisions of the legislation extending US

fisheries jurisdiction provide National Marine Fisheries Service agents and the US Coast Guard with the toughest enforcement tools they have ever had since being charged with the surveillance and patrol programme.

They will no longer have to rely largely on the voluntary co-operation of foreign fishermen to prevent overfishing.

Some of the major provisions of the new legislation include no foreign fishing within the US fishery conservation zone after February 28, 1977, without a permit issued by the US.

● Foreign vessels will have to apply each year for a permit for each vessel in each fishery;

● Applications for foreign fishing will be referred to one of the eight regional fishery management councils which will act on the applications in keeping with their authority to determine the use of fisheries in their areas;

● Specific conditions and restrictions can be included in each permit issued to a foreign vessel by the Secretary of Commerce;

● The Secretary of Commerce will establish a fee schedule for permits for

foreign fishing which will be based in part on the cost of fishery conservation and management, fisheries research, administration and enforcement;

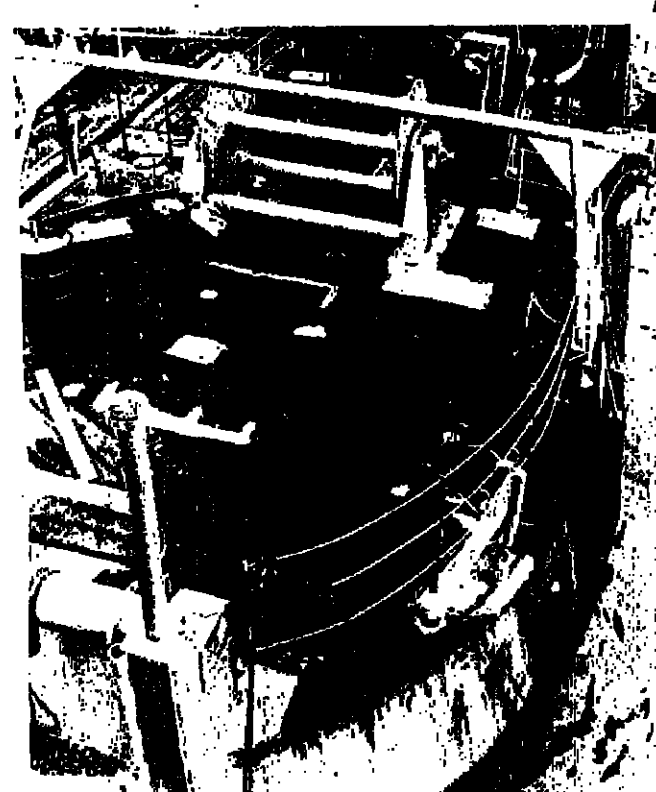
● Foreign fishing vessels which do not have valid US permits aboard will be seized and prosecuted. They are also subject to fines, seizure and arrest if they will not permit US enforcement agents to come aboard and inspect their catch;

● Fees for domestic fishermen will not exceed the cost of issuing permits.

Another section of the new

Continued page 13

'Madrid' nearly ready



CONSOLIDATED Fisheries' distant water trawler *Real Madrid* should be back fishing by the end of October.

She has recently undergone extensive alterations at Grimsby to enable her to operate as a multi-purpose fishing vessel.

The 140ft. *Real Madrid* was in the middle of a major refit when the monthly Icelandic quota system was introduced and the company decided to convert her for a wide range of fishing operations.

The most striking alteration has been the addition of a large hydraulic net drum on her after deck for pelagic fishing (see left). So far no details have been released concerning the grounds she will work initially, although it seems likely she will try for mackerel.

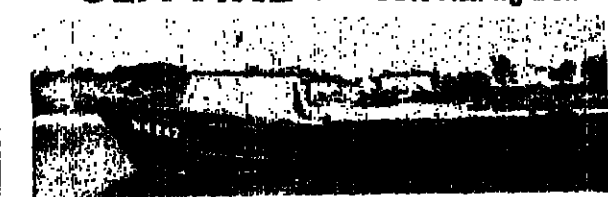
Manx dogs help raise Fleetwood grossings

FLEETWOOD'S pocket trawlers turned in some good performances last week — helped by excellent markets.

Chasing the dogs off the Isle of Man proved profitable for the former Belgian trawler *Susan Bird*. She landed 277 kits, including 20 of cod and 140 of dogs, which sold for £5,131.

On the same day *Fair Isle* landed 107 kits, including 15 of cod, 30 of plaice, 12 of sole, 12 of roker and 12 of squid, which sold for £3,588. During the day dogs made up to £20 a kit while soles made from around £100 to £180 a kit.

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Left: two Japanese pelagic trawlers working for the mother ship *Mineahime Maru*. The 131-footers tow full cod ends to the mother ship!

Above: even the activities of British ships can get the Americans riled. *Fair Isle* was one of six UK trawlers which violated an ICNAF haddock agreement off the USA in September 1974.

Right: mackerel on the deck of a foreign boat working off the Long Island-New Jersey coast. Below: some of the world's best-equipped and most modern trawlers are working off the U.S. coast. This 5,700 gross ton stern-fisher is 375.5 ft. long and has 12 bladed, filleting machines to process Alaska pollock into blocks. She was built in Japan during 1974 and is named *Shin An Ho*.



GRP diesel fuel tanks

"DO YOU know of any firm which makes a standard GRP fuel (diesel) tank holding about 50 gallons? If so, we would be grateful for its name and address?"

■ Either the Tyler Boat Co. Ltd., Sovereign Way, Tonbridge, Kent, or Ardleigh Laminated Plastics Co. Ltd., Wheaton Road Industrial Estate, Witham, Essex, may be able to supply you with a standard tank which holds about 50 gallons.

POT TWINE

"JUST after the war we were able to purchase surplus nylon parachute rigging lines and we used them to braid crab pot netting which proved virtually indestructible.

"I should be very glad if you can let me know where I can purchase similar lines, about the same thickness as pot twine, today."

■ Thomas Foulkes, Lansdowne Road, Leytonstone, London E11 3HB can supply nylon parachute cord in large as well as small quantities.

Mullet

HAVE you tried using a netting needle to clear bass and mullet from a rill net?

If you slide the pointed end of the needle from the snout end under all twine around the gills you can lever it back and over them far more quickly than by doing so with your fingers.

CORRECTION

IN A description of the Bruce Anchor, published in *Fishing News* on September 3, I disfigure, Carl Borum and wrote: "according to the manufacturer's tables, an 11 lb. unit has the equivalent holding power of a 39½ lb. plough anchor or a fisherman pattern anchor weighing nearly 400 lb." Somewhere along the line 39½ lb. became 239½ lb., a holding power undreamt of by any designer of anchors.

Secondhand sounders

A LITTLE while ago a reader who was fitting out a newly acquired boat wanted to know where he could get secondhand equipment and I gave him the name and address of one dealer I know.

Although he buys and sells secondhand boats, equipment and fishing gear, this dealer does not—as far as I know—handle electronic equipment to any great extent. So if you

JIB MOUNTED POWER BLOCK

"MOST hydraulic net and line haulers of a size suitable for use in inshore boats seem to be designed to be mounted on pedestal or gunwale.

"We think a jib or crane mounted hauler would suit us best. Do you know of any manufacturer which makes one with fairly small diameter sheaves?"

■ One firm which makes jib mounted power blocks with fairly small diameter sheaves is D. E. V. Engineering Ltd., of Walsend. To be precise, it makes such blocks with 20 in. and 27 in. diameter sheaves.

As I mentioned a few months ago, the company started making equipment for use in fishing vessels by producing hydraulic warp tension meters for use in inshore craft.

These were installed in seiner-trawlers like *Lin-disfarne*, *Carl Borum* and *Jacqueline Borum* and reported to have proved entirely satisfactory.

They have since been fitted in many pair trawlers as they can easily be divided so that half the equipment can be used in each vessel, whatever its size or power.

Success with its warp tension meters encouraged the

want a good reconditioned echo sounder, he is unlikely to be able to supply your needs. In the latter case Elliott Instruments Ltd., Station Industrial Estate, South Woodham Ferrers, Chelmsford, Essex, is a more probable source of supply. For, in addition to stocking new Ferrograph and Electronic Laboratories echo sounders and VHF R/T sets, it can supply secondhand Ferrograph G500 and G180 sounders.

If you should need a new or secondhand Ferrograph G500 and to obtain particulars and prices of what Elliott Instruments can supply, it might be worth your while to get details of the company's G500F/2 sounder at the same time.

This is a G500 modified so that it runs at twice standard speed, uses high definition recorder paper and incorporates paper re-use and phase overlap controls.

Latest products to come from the D. E. V. Engineering works are seine rope drums which have a capacity of up to 20 coils of 3 in. circumference rope on each drum. These are supplied complete with a wheelhouse control console.

Full details of the 20 and 27 in. blocks, plus the jibs and cranes on which they can be mounted, are available from D. E. V. Engineering Ltd., Willington Quay, Walsend, Tyne and Wear.

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

John Burgess' Log



STOP KNOTS SLIPPING

"I HAVE some soft twisted nylon twine with which I was intending to make two gill nets.

"But I have been warned that if I do the knots are likely to slip after the nets have been used a few times. Can you tell me what I can do to prevent this happening?"

■ Initially, I believe, the

Spray on anti-rust

"I AM looking for a rust inhibitor which can be sprayed from an aerosol, to prevent rust forming on my pulleys.

"I don't want to use one which may damage the natural or synthetic rubber in the V-belts. Do you know of any inhibitor guaranteed to be harmless to rubber?"

■ There is an inhibitor called LPS 1 which contains hydrocarbon instead of chlorinated solvents and for this reason, is claimed by the manufacturers to be harmless to rubber, neoprene and all plastic materials.

It is one of a family of rust inhibiting, water displacing, lubricating and penetrating compositions produced by an American company and obtainable in this country through distributors.

LPS 1 is greaseless and can be used not only for protecting your pulleys against corrosion, but for protecting

delicate mechanisms like the entrails of your echo sounder as well.

It will serve, too, as either a lubricating or penetrating oil and for displacing water from electrical or electronic equipment.

If you think it is too light for the job, you could use LPS 2 which is slightly heavier and more oily. It will do everything LPS 1 will do as regards penetrating, lubricating and water displacing and is claimed by the manufacturers to protect any metal for at least one year.

I think either LPS 1 or 2 would be better for your purpose than LPS 3 which, although claimed to give metal surfaces protection for at least two years, might form a wax-like film on the bearing surfaces of the pulleys as well as elsewhere and cause belts to slip.

LPS 3 is what you might call a heavy duty inhibitor and protector for surfaces exposed to the elements. It can also be used for lubricating exposed machinery and for displacing water from exposed electrical equipment.

It might, therefore, be of value for protecting parts of your winch and/or line hauler which are likely to rust.

For protecting standing rigging, rigging screws etc. and for preventing corrosion where dissimilar metals are in contact, another product from the same company may be of interest to you.

It is known as LPS-ESA-100 and is somewhat similar to an anti-rust jelly. You can't spray it but can apply it with a brush or a finger. If you apply it to worm drive gear, it will not only act as a rust inhibitor, but as an efficient lubricant as well.

Should you be interested in restoring galvanised coatings on mast or deck fittings, or in galvanising shackles or any other untreated items of equipment yourself, you might find LPS - Cold Galvanize both effective and economical to use.

It comes in an aerosol and it is claimed that you can treat steel fittings etc. with it just as effectively as having them hot-dip galvanised, but for about half the cost.

It is also claimed that the

entrails of your echo sounder as well.

Surfaces to be sprayed with it have, of course, to be wire brushed and to have no oil, grease, moisture or dust on them.

To enable you to prepare them properly, the manufacturers of LPS products supply an Instant Contact Cleaner and a Super Instant Action Cleaner.

The former is a light solvent de-greaser primarily intended for use on switches, relays, printed circuits, electrical and electronic equipment.

The latter is a heavy duty cleaner primarily intended for use on brakes, chains, tools and metal surfaces. Either of them will clean whatever surfaces you propose to galvanise, but the Super Cleaner would probably be best for deck fittings, chain, shackles etc.

LPS 1, and all these other aids to preventing rust and corrosion, are obtainable in this country from Megoniet Ltd., The LPS Centre, 15 Station Parade, Virginia Water, Surrey.

NYLON OSSELS

METAL coupling links which have a threaded screw on one side have much to commend them for assembling moorings and ground tackle; you get them either galvanised or made of stainless steel.

I did not know until the other day that links of similar design, but made of nylon, are also available.

They are produced by Industrial Injection Moulding Ltd., Kitchin Place, East Kilbride, Lanarkshire, Scotland, and a clue as to their purpose lies in the fact that they are called *osseles*.

Clearly, coupling links made of nylon will be less expensive than galvanised steel links and not liable to corrosion in time like galvanised steel. In addition, they are likely to be handy for any linking purpose for which they are

'Galliard' takes the lead in freezer contest

BOYD Line's Arctic Galliard has jumped from ninth to first in the 1976 British Freezer Trawler Challenge Competition.

This Hull-based vessel has taken over the lead from Marr's Junella which has moved down to fourth position. Meanwhile, BUT's Norse, which topped the table in January, February and March, has then dropped to third, has pushed Marr's Junella out of second place. She is 856 points behind Arctic Galliard.

Among other top Hull freezers are BUT's Dane, up from eighth to fifth; Hamling's St. Jerome, St. Jasper and St. Benedict standing sixth, seventh and eighth respectively; Boston's Lady Parkes, which has risen three places to ninth; and Boyd's Arctic Freebooter, up from

11th to 10th. Of the 40 freezers in the competition, eight are Grimsby vessels, two of which figure in the top 20. These are Goth, up from 23rd to 17th,

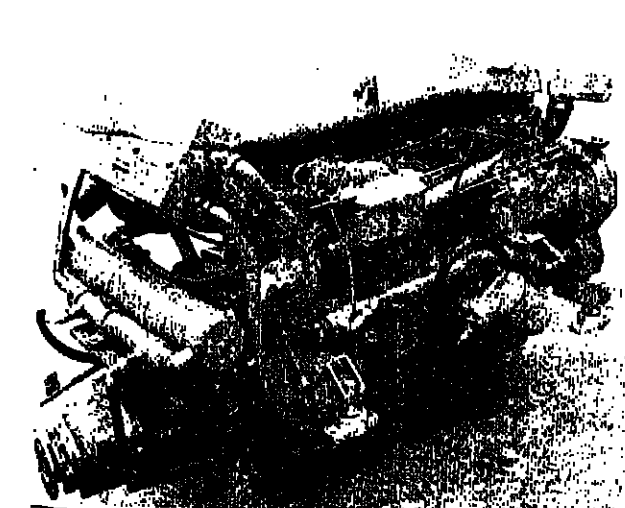
and Roman, another BUT freezer, up from 25th to 18th.

The top 20 for May are listed below with positions held in the previous table appearing in brackets.

	Tonnes	Points
1. (9) Arctic Galliard (Boyd)	1,482	22,317
2. (3) Norse (BUT)	1,388	21,461
3. (2) Farnella (Marr)	1,421	20,980
4. (1) Junella (Marr)	1,317	20,522
5. (8) Dane (BUT)	1,291	19,615
6. (6) St. Jerome (Hamling)	1,340	19,568
7. (4) St. Jasper (Hamling)	1,289	19,100
8. (4) St. Benedict (Hamling)	1,247	18,838
9. (12) Lady Parkes (Boston)	1,205	18,576
10. (11) Arctic Freebooter (Boyd)	1,186	17,892
11. (7) Pic (BUT)	1,146	17,810
12. (18) Sir Fred Parkes (Boston)	1,114	17,326
13. (10) Kirkella (Marr)	1,107	16,881
14. (14) Suranella (Marr)	1,097	16,130
15. (14) Omino (BUT)	1,007	16,047
16. (13) St. Jason (Hamling)	1,083	15,545
17. (22) Goth (BUT Grimsby)	1,006	14,933
18. (25) Roman (BUT Grimsby)	953	14,444
19. (19) Cassio (BUT)	903	13,623
20. (27) Boston Lincoln (Boston)	897	13,597

* Estimated figures.

Cooler for turbo engines



MERCRAFT has introduced an attachment for its Econo-Power 150 engine (left), based on the Ford six-cylinder diesel, which reduces the chances of overheating. This version is fitted with a turbo-charger and the attachment ensures that the air drawn into the engine is always cool. This is achieved by fitting a cooler to the air intake through which the engine-cooling sea water is circulated. The attachment is suitable for both hot engine compartments and where engines are used in hot climates. In addition to cooling, the new attachment also silences the whine which is typical from turbo-chargers. The cooler can also be fitted to the non-turbo-charged version of the Mercraft engine which develops 120 hp.

DIESELS DIRECT

TEMPEST Diesels Ltd., will be selling its range of marine and industrial engines direct from its Sainsbury, Lincs., factory to UK customers after October 31.

In the past Tempest has relied heavily on its UK network of distributors, but will now be strengthening its sales force.

Managing director, Trevor Sainsbury, explains the reasons for the change of policy: "If we are to remain competitive and retain our share of the home market, then we feel we must sell direct to our customers," he said.

"It will not only put us on even terms with our competitors, but allow us to attack the market with our strengthened sales team."

Tempest will retain its existing export arrangements.

CATTERMARINE products has been taken over by Drum Engineering Co. Ltd. of Bradford, Yorkshire.

Drum Engineering will initially concentrate on the successful Cattermarine net and pot hauler used for crayfish nets in Cornwall and Southern Ireland.

Kingfisher Charts

Reported positions of obstructions NORTH SEA: FAIR ISLE AREA

Red	Green	Purple	Decca	Remarks
A 06.00	A 46.00	—	N/Scottish 6	Obstruction
A 08.20	A 37.60	—	N/Scottish 6	Obstruction
A 12.00	A 39.00	—	N/Scottish 6	Obstruction
A 21.40	A 44.20	—	N/Scottish 6	Obstruction

NOUP HEAD AREA

Red	Green	Purple	Decca	Remarks
A 19.50	—	A 65.50	N/Scottish 6	Wreck
A 19.70	—	A 61.70	N/Scottish 6	Wreck
D 00.00	E 35.00	—	N/Scottish 6	Obstruction
D 03.40	E 32.70	—	N/Scottish 6	Wreck
D 03.40	E 32.00	—	N/Scottish 6	Total loss
D 03.50	E 32.00	—	N/Scottish 6	Obstruction
D 03.50	E 32.50	—	N/Scottish 6	Total loss
D 06.00	E 44.40	—	N/Scottish 6	Obstruction
D 07.00	E 37.38	—	N/Scottish 6	Obstruction
D 07.40	E 38.85	—	N/Scottish 6	Obstruction
D 08.40	E 37.00	—	N/Scottish 6	Obstruction
D 08.50	E 38.70	—	N/Scottish 6	Obstruction
D 09.30	E 39.20	—	N/Scottish 6	Obstruction
D 10.00	E 40.60	—	N/Scottish 6	Obstruction
D 10.80	E 39.00	—	N/Scottish 6	Obstruction

Seastate boss joins Joint Trawlers

JOINT TRAWLERS group, the Anglo-Swedish trading organisation has appointed two senior executives to its UK operations which are based in Aberdeen and Reigate, Surrey.

They join the two senior directors in the UK — Alan Leiper and Jon Carrol.

Joining Joint Trawlers Ltd in Aberdeen is Mr. E. S. Cook, a well-known figure in the north-east and UK fishing circles, as well as in Europe.

Mr. Cook was born in Hull and joined Stirk Brothers on leaving school. In 1968, Mr. Cook joined Associated Fisheries, Aberdeen, as general manager, before founding Seastate (Scotland) Ltd. in 1972 at Peterhead. Until he joined Joint Trawlers, Mr. Cook was managing director of Seastate.

Exports

John T. Loughton, who ran Syd Clark (Ross) Ltd. in Grimsby, has joined Joint Trawlers International Ltd. in Reigate, Surrey.

For the last two years he has been responsible for the development of export sales from all Scottish production units.

Joint Trawlers' international trading in conjunction with Joint Trawlers in Helsingborg, Sweden, covers east and west European markets, North America, Australia, the Middle East, Far East and West Africa.

WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on August 28.

The new rates of interest are for fishing vessels under 80ft. and new engines, up to five years, 12½ per cent; five to 10 years, 12 per cent; 10 to 15 years, 14 per cent; over 15 years, 14½ per cent.

For processing plants, up to 6 years, 14½ per cent; five to 10 years, 14 per cent; 10 to 15 years, 14½ per cent; 15 to 20 years, 15½ per cent.

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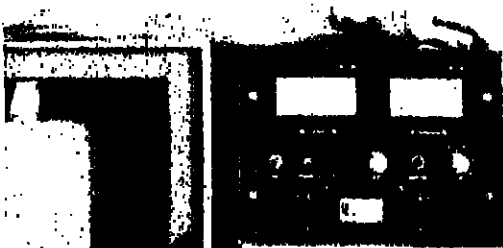
Dave Bevan — a top East Coast Fisherman said — "since fitting this equipment, I have cut my net repair costs by HALF"

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Pair trawling is increasing in popularity, and the Humber Warp Tension Meter System has proved ideal for use with this particular fishing technique. Balancing the towing power is all important — particularly with vessels of different horsepower and lengths — and it is here that the Warp Tension Meter offers a tremendous advantage.



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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant Water
£46,682: *Northern Reward*, BUT (Sk. W. Harris), 1,540k, 1, 22 days.
£44,342: *Northern Gift*, BUT (Sk. R. Pepper), 1,667k, 1, 22 days.
£38,699: *Lord Jellicoe*, BUT (Sk. W. Sate), 1,428k, 1, 22 days.
£32,742: *Barnesley*, Consol (Sk. G. Bryant), 1,172k, 1, 22 days.
£32,681: *Prince Philip*, Boston (Sk. E. Grant), 1,096k, 1, 22 days.
£28,959: *Boston Kestrel*, Boston (Sk. W. Nutten), 1,017k, 1, 22 days.

Midland Water

£23,037: *Ross Tiger*, BUT (Sk. J. Roberts), 990k, W, 17 days.
£18,815: *Ross Cheetha*, BUT (Sk. T. Ross), 754k, F/W, 17 days.
£18,731: *Ross Jackal*, BUT (Sk. J. McCarthy), 978k, W, 14 days.
£18,492: *Ross Leopard*, BUT (Sk. J. Brown), 1,021k, W, 15 days.
£17,636: *Ross Kashmir*, BUT (Sk. F. W. Gray), 656k, W, 18 days.

North Sea

£6,623: *Lofoten*, Lindsey (Sk. S. Burgess), 254k, NS, 14 days.

Solmers

£7,716: *Sanrene*, Sleight (Sk. W. Sanderson), 239k, NS, 10 days.
£6,295: *Frembeck*, Richardson (Sk. E. J. Jensen), 210k, NS, 15 days.
£5,614: *Margaret*, Richardson (Sk. J. Carson), 162k, NS, 13 days.
£5,112: *Arcona Bay*, Arcona (Sk. E. Thumson), 172k, NS, 14 days.
£4,929: *Binks*, Sleight (Sk. H. Clausen), 135k, NS, 12 days.
£4,447: *Halton*, Sleight (Sk. K. Mathiesen), 152k, NS, 13 days.

Pair teams

£19,505: *Margrethe Bojen*, (Sk. Jens Bojen), 730k, and £16,837: *Frances Bojen*, (Sk. J. Richardson), 624k, both John R., NS, 11 days.
£16,264: *Searcher*, (Sk. B. Nejrup), 514k, and £12,465: *East Bank*, (Sk. T. Turnbull), 409k, both Sleight, NS, 12 days.
£5,135: *Glenda*, (Sk. F. Wintein), 233k, and £4,443: *Paul Antony*, (Sk. J. Zeebroek, sen.), 203k, both Richardson, NS, 15 days.

HULL

£66,388: C. S. Forester, Newington (Sk. R. Taylor), 2,123k, BI, 21 days.
£57,982: *Ross Leonis*, BUT (Sk. G. B. Boyce), 2,233k, I, 21 days.
£53,737: *Portia*, BUT (Sk. D. Grewar), 2,049k, I, 23 days.
£53,483: *Ross Sirius*, BUT (Sk. D. Whiting), 1,973k, I, 23 days.
£51,085: *Arctic Cavalier*, Boyd (Sk. P. Garner), 2,111k, BI, 25 days.
£46,352: *Kingston Pearl*, BUT (Sk. B. Turner), 1,560k, I, 21 days.
£14,331: *St. Giles*, Hamling (Sk. D. Platten), 1,113k, W, 16 days.

Seiners

£8,262: *Rosenborg*, Boston (Sk. E. Dam), 208k.
£5,264: *Arnborg*, Boston (Sk. J. Joneson), 109k.

FLEETWOOD

£49,120: *Fyldea*, Marr (Sk. A. Barkworth), 1,998k, 19 days.
£41,924: *Luneda*, Marr (Sk. W. Reader), 1,534k, 21 days.

Home water

£16,240: *Idena*, Marr (Sk. T. Christy), 757k, 16 days.
£14,031: *Wyre Vanguard*, Wyre (Sk. W. Spearpoint), 786k, 14 days.
£12,631: *Mount Mcleray*, Wyre (Sk. B. Andrews), 689k, 14 days.

Near water

£7,454: *Resound*, Ward (Sk. C. Pook), 445k, 15 days.
£6,780: *David Wilson*, Hazael (Sk. J. Banks), 484k, 14 days.
£6,004: *Royalist*, Hewett (Sk. K. Beavers), 243k, 12 days.
£5,133: *Susan Bird*, Bird 277k, 13 days.
£3,538: *Fair Isle*, Ward (Sk. J. Wright), 107k, 13 days.
£3,371: *Resilience*, Ward (Sk. R. Moss), 109k, 14 days.
£3,286: *Southards*, Hewett (Sk. S. Carlson), 104k, 11 days.
£3,013: *Replenish*, Ward (Sk. M. Oldman), 124k, 12 days.
£2,637: *Deevate*, Bird, 73k, 14 days.

NORTH SHIELDS

£5,024: *Scarlet Line*, AF (Sk. J. Buchanan), 13,594k, NS, 2 days.

£3,352: *Star of Hope*, AF (Sk. P. Jarrow), 10,198k, NS, 3 days.
£3,030: *Mayflower*, AF (Sk. D. Stewart), 9,581k, NS, 2 days.
£3,018: *Bishop Burton*, Newington (Sk. T. Fairley), 8,280k, NS, 5 days.
£2,774: *Constant Hope*, AF (Sk. W. Gay), 9,340k, NS, 2 days.

LOWESTOFT

£12,691: *Boston Sea Knight*, Boston (Sk. A. Lincoln), 411k, NS, 12 days.
£12,053: *Bentley Queen*, Talisman (Sk. A. Gill), 452k, NS, 10 days.
£11,838: *St. Thomas*, East Coast (Sk. T. Elsom), 407k, NS, 11 days.
£11,386: *Barnby Queen*, Talisman (Sk. C. Craig), 455k, NS, 11 days.
£10,575: *Winkler*, Putford (Sk. G. Markwell), 367k, NS, 12 days.
£9,164: *St. Georges*, East Coast (Sk. R. Jonas), 339k, NS, 12 days.

GRANTON

£11,819: *Arctic Crusader*, Liston (Sk. G. Robb), 894k, NS, 12 days.
£11,499: *Arctic Hunter*, Liston (Sk. A. Wood), 818k, NS, 13 days.
£9,358: *Arctic Explorer*, Liston (Sk. G. Banyard), 439k, F/NS, 14 days.
£6,745: *Arctic Invader*, Liston (Sk. P. Wanless), 446k, NS, 14 days.

MILFORD HAVEN

£5,381: *Georgina Wilson*, Jones (Sk. T. Smith), 165k, IS, 13 days.
£3,372: *Bryher*, Norrard (Sk. A. James), 179k, IS, 13 days.
£1,203: *Jadestar*, Gypsy, Jones (Sk. J. Brodie), 163k, IS, 13 days.
£1,348: *Norrard Star*, Norrard (Sk. J. Rogers), 129k, IS, 13 days.

ABERDEEN

£22,410: *Ben Wyvis*, Irvin (Sk. A. Campbell), 1,220k, F, 16 days.
£20,000: *Clarkwood*, Wood, 1,098k, F, 14 days.
£14,169: *Mount Eden*, BUT (Sk. G. Tait), 710k, F, 15 days.
£11,521: *Scottish King*, North Star, (Sk. G. Smith), 604k, O, 10 days.
£9,304: *Glenista*, BUT (Sk. J. Masson), 688k, O, 13 days.
£9,255: *Annwood*, Wood, 728k, NS, 8 days.

KEY: I: Iceland; F: Faroe Islands; W: Westerland; BI: Bear Island; NS: North Sea; WS: White Sea; NC: Norway Coast; HW: Home Waters; IS: Irish Sea; S: Shetland; Sk: Skipper; k: kits; c: crew; ki: kilo.

BILLINGSBATE

BILLINGSBATE

ON TUESDAY 178 tons were delivered. Average selling prices on merchants stalls sole, long, 40p/50p; slaps, 30p/75p; medium 80p/130p; large, 1.35/1.55; sole, 75p/80p; foreign smoked salmon, £3, per lb; large turbot, £14/16.80; medium £8.40/11.20 small, £6.80/7; large brill, £6.30/8.40; sprats, £4.60/5.70; small, £3.50/4.80; Danish plaice, 1lb, £1.15/1.40; £1.70/2.10; sprats, £4.60/5.70; small, £3.50/4.80; selected lemon sole, £5.50/7.50; large whiting, £2.75/3.50; small, £2/2.50; headless home water cod, £5.50/7.50; large halibut £10.50/13.30; fillets, shell cod, £7.20/8.30; bulk, £6.20/7.80; Iceland, £7.70/8.20; gibbers, £4.30/4.40; selected whiting, £1.80; small, £1.70; small English dogfish, £2.70/2.8; large, £6.30/7.40; mackerel, £2/2.40; sprats, £2/2.40; London cured dry haddock, £8.50; golden cutlets, £8.40; filleted kippers, £3.50/4.4; selected kippers, £3.50/4.40; per stone.

RETAIL PRICES
AVERAGE national retail prices on Tuesday, September 14, as supplied by the National Federation of Fishmongers, are cod fillets, 78p, up 2p; haddock fillets, 72p, down 3p; sole fillets, 40p; plaice fillets, 87p, up 4p; smoked cod fillets, 80p, up 2p; mackerel, 30p, down 1p; sprats, 25p; herring, 34p; kippers, 8p up 4p; skate, 74p, up 2p; dogfish, 80p. There is still no improvement in fish landings. The storm of last week have passed over, and inshore boats remained at sea. Catches should be on the market by the weekend, and prices will be very little different from last weekend.

HERRING REPORT

THURSDAY, SEPTEMBER 10
Lerwick: one purser, 12 tonnes; homemarket, 12 tonnes at £14. Mixed, 300 per 50kg. *Ullapool*: one trawler, five tonnes; homemarket, five tonnes at £14.80. Uniform in size, mixed with sprats, 280 per 50kg. *Ayr*: three trawlers, seven tonnes; homemarket, five tonnes at £7.50/£8.4. Hand selected, 180/300 per 50kg. *Tarbert*: eight trawlers, 11 tonnes at £22.10/£25. Hand selected, 150-287 per 50kg. *Fraserburgh*: two trawlers, three tonnes; homemarket, three tonnes at £15.50/£16.20. Mixed, mazy, 310-350 per 50kg. *Eynoham*: three trawlers, four tonnes; homemarket, four tonnes at £14.20. Mixed with sprats, 300/320 per 50kg.

FRIDAY, SEPTEMBER 10
Stornoway: six pursers, six tonnes; homemarket, one tonne at £10/£10.50, moli, five tonnes at £1.80. Uniform to very mixed in size, 200/400 per 50kg. *Ullapool*: six trawlers, 16 tonnes at £17.80. Uniform, mazy, 200/270 per 50kg. *Mallaig*: two pursers, 12 tonnes; homemarket, 12 tonnes at £18.40/£18.80. Large fulls, 208/308 per 50kg. *Ayr*: four trawlers, two tonnes; homemarket, one tonne at £14.20.

WEDNESDAY, SEPTEMBER 16
Mallaig: three pursers, 30 tonnes; homemarket, 30 tonnes at £8.50/£16.30. Uniform to mazy in size, mostly sprats, 252/300 per 50kg. *Ayr*: four trawlers, 14 tonnes; homemarket, 14 tonnes at £7.70/£9.40. Hand selected, 178/350 per 50kg. *Tarbert*: 12 trawlers, 25 tonnes; homemarket, 25 tonnes at £10/£10.50. Hand selected, 185/400 per 50kg.

MACKEREL MEN 'ON EDGE'

From Page 3
former committee — are selling to Pawlin which wants the fish in four grades, and no fish under 6 oz. It pays a set 54p a stone for large and large-mediums, and 45p a stone for small and medium. The boats wanted to deal as a co-op, but Salvage insists Pawlin handles the paperwork (for which it charges 5 p cent) and deals with boats individually. Myster men are still owed money from last season when it dealt with the French firm Atlantic Maree. It is said that the firm owes Penryn Fishermen's Association some £8,000 between 20 boats for consignments despatched towards the end of last season. The French firm claimed quite a few hundred fish boxes were outstanding, so an agreement was made to return a number of boxes and the money would be paid. However, the money was never forthcoming. After their experiences last year with mackerel markets, skippers are on edge waiting to see how this season develops. They are afraid to press for better prices as it would only take a matter of a week or so for a Scots fleet to arrive and swamp the market. With the south may appear more attractive than ever this season. But, so far, line men are pleased the fish are so close to port and the weather has been mainly fair. Last week part of the fleet was caught at sea in a northerly gale and they lost half a day's fishing. The crew of *Rob Roy* was still gutting mackerel after the boat's mizzen sail had blown down.

at Grimsby slumped badly for the first time in months last week as a combination of slack fishing and bad weather hit most vessels. Only fairly heavy supplies of fish brought in by road, mainly from Scotland, prevented a serious shortage. With less than 25,000 kits being landed, many merchants would have been in trouble but for the overland fish. Carnie, Croan & Sleight's fish, alone, totalled over 3,000 boxes. The port is now badly missing more plentiful supplies from Iceland. It is an open secret that merchants would welcome the impending resumption of Icelandic trawlers bringing down their catches to supplement the local Icelandic catches. Reaction from trawler owners and fishermen, however, to such moves could be hostile as has happened after previous cod war settlements. But, invariably, they have been taken gestures and after the initial protest trading has resumed amicably. With the Icelandic fleet back on the east coast, landings from distant water trawlers — mostly codstuffs — were on the light side. From a mere six trips arriving at Grimsby last week, only BUT's sister-ship *Northern Gift* (Skipper Ray

Pepper) and *Northern Reward* (Skipper Wally Harris) topped 1,500 kits. Yet, in spite of turning out the biggest landing of the week with 1,667 kits, *Northern Gift's* £44,342 grossing couldn't match *Northern Reward* on £46,682 from her 1,540 kits. Both vessels completed 22-day trips.

The two Boston Group landings from *Boston Kestrel* (Skipper Peter Fenty), with £28,959 from 1,017 kits, and *Prince Philip* (Skipper Eddie Grant) with £32,681 from 1,096 kits, did very well early in the week. They averaged £28.47 and £29.81 per kit respectively. BUT also monopolised the middle water section on grossings. *Ross Tiger* (Skipper John Roberts) headed the list on £23,037 after a 17-day Faroes/Westerly trip of 990 kits, including over 665 of fine haddocks, but it was a close thing for second spot with a series of good mixed catches. Eventually, *Ross Cheetha* (£18,815 from 754 kits) just held out from *Ross Jackal* (£18,732 from 978 kits of really good fish) and *Ross Leopard* (£18,492 from 1,021 kits, which included over 450 of sole).

The H. L. Taylor Ltd. fleet also had a bumper week and none of the BUT fleet could touch the £28.17 per kit *Vespa* (Skipper Dave Verney) hit with a quality trip of 454 kits, very much a mixed bag, which sold for £12.791. Apart from the new pair record (report page three), the smaller craft had their leanest week in months. Badly affected by the weather, most seiners spent more time riding out gales than fishing.

Forester: £66,388
HULL, top distant water trawler grossing last week came from *Northern Gift's* C. S. Forester, grossing £66,388, skippered by Dick Taylor. She made £66,388 for 2,123 kits caught during a 21-day Bear Island trip.

The stern trawler averaged £32.42 a kit for cod-stuffs and £28.76 a kit for 135 kits of haddock.

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LABELS SENT ON REQUEST

Scots fish to the rescue at Grimsby

Pepper) and *Northern Reward* (Skipper Wally Harris) topped 1,500 kits. Yet, in spite of turning out the biggest landing of the week with 1,667 kits, *Northern Gift's* £44,342 grossing couldn't match *Northern Reward* on £46,682 from her 1,540 kits. Both vessels completed 22-day trips.

The two Boston Group landings from *Boston Kestrel* (Skipper Peter Fenty), with £28,959 from 1,017 kits, and *Prince Philip* (Skipper Eddie Grant) with £32,681 from 1,096 kits, did very well early in the week. They averaged £28.47 and £29.81 per kit respectively. BUT also monopolised the middle water section on grossings. *Ross Tiger* (Skipper John Roberts) headed the list on £23,037 after a 17-day Faroes/Westerly trip of 990 kits, including over 665 of fine haddocks, but it was a close thing for second spot with a series of good mixed catches. Eventually, *Ross Cheetha* (£18,815 from 754 kits) just held out from *Ross Jackal* (£18,732 from 978 kits of really good fish) and *Ross Leopard* (£18,492 from 1,021 kits, which included over 450 of sole).

The H. L. Taylor Ltd. fleet also had a bumper week and none of the BUT fleet could touch the £28.17 per kit *Vespa* (Skipper Dave Verney) hit with a quality trip of 454 kits, very much a mixed bag, which sold for £12.791. Apart from the new pair record (report page three), the smaller craft had their leanest week in months. Badly affected by the weather, most seiners spent more time riding out gales than fishing.

The stern trawler averaged £32.42 a kit for cod-stuffs and £28.76 a kit for 135 kits of haddock.

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The stern trawler *Dagny* will be the first Icelandic trawler to land at Grimsby since the Oslo cod war settlement. Her owners have applied to land a wet fish catch — possibly next week. Below: *Ross Tiger's* £23,037 grossing spearheaded a BUT take-over of middle water hauls last week.

... ICELANDIC SHIP DUE NEXT WEEK

THE FIRST Icelandic wet fish trawler to land in Britain since the Oslo agreement terminated the cod war in May is expected at Grimsby on Monday or Tuesday next week. The stern trawler *Dagny*, a regular visitor to Grimsby before the last conflict, has reported she has 1,200 kits, mostly codstuffs. Fylkir Ltd. is acting as agents.

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legislation provides for import prohibitions if a foreign nation refuses to negotiate to allow US vessels to fish for surpluses; does not negotiate in good faith; does not allow tuna fishing under international agreements; or seizes a US vessel on the high seas. The Secretary of Commerce can take action to prohibit importation of a specific species of fish, or if necessary, all fish and fishery products from any nation that has violated the above provisions. Charles L. Philbrook, senior resident agent, Surveillance and Intelligence Branch, National Marine Fisheries Service, Gloucester, oversees 18 special agents who cover an area from the tip of Nova Scotia to Cape Hatteras, North Carolina. He has personally surveyed the efforts of foreign fleets off the north-east region of the United States for years, and offers as a good example of how foreign fleets have affected traditions that fisheries the fact that, in 1961, less than 100 Soviet vessels fished in a small area on Georges Bank harvested only 68,000 tons of herring. In recent years, 13 or 14 foreign nations have harvested nearly one million metric tons annually off the US coast, reducing herring stocks to only ten per cent of what they once were. During 1975, NMFS special agents in his region conducted 191 enforcement and surveillance flights during over 1,000 hours of air time and covered over 100,000 miles of ocean.

agreements with the United States to soften the impact of the new US 200-mile limit on the food needs of the Japanese people. Ed. N. Nishikawa, executive vice president for Nippon Suisan Kaisha, Tokyo, representing his country at a recent convention, said the effect of extended fishery jurisdiction by the US and other nations will be tragic for Japan, since only 13 per cent of Japan's land is arable. The expansion of foreign fishing off New England and the Pacific north-west for many years, and the persistent conflicts between US fishermen and foreign fishermen in these areas, have captured most of the attention of the newspapers and other media. Only relatively recently has foreign fishing in the Gulf of Mexico and off the southern Atlantic states received closer attention from the press.

The Mexican, Cuban and Japanese fleets have accounted for the vast majority of foreign fishing effort in the Gulf. Cuban headline vessels have historically fished in the Dry Tortugas area of the Gulf of Mexico for groupers and snapper, and with the advent of substantial assistance from the Soviet Union, Cuban fishing effort in the Gulf has become a major factor. The preliminary response by the Japanese to extended US jurisdiction is almost one of panic, since the area of the Pacific north-west fisheries has been heavily depended upon and incorporated into Japan's scheme of securing food to feed its population. It is expected that the Japanese will seek special

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FYLDEA LANDS £40-A-KIT COD

EXCELLENT prices resulted in several big grossings at Fleetwood last week.

With cod making up to around £40 a kit, the vessels with Icelandic licences took full advantage.

The stern trawler *Fyldea*, commanded by Skipper A. Barkworth, returned from the area with 1,998 kits, including more than 1,100 of cod, 300 of haddocks, 350 of sole and 50 of reds, which sold for £43,120. This brings the vessel's earnings from two trips to over £80,000.

MONEY

Landed — a smaller version of *Fyldea* — was also in the money thanks to the Icelandic grounds. Skipper Bill Reader brought the vessel home after 21 days with 1,534 kits, including more than 900 of cod, 200 of haddocks, 350 of sole and 30 of reds, which sold for £41,924.

Again Rockall proved the saviour of the port's middle-water side trawlers. *Wyre Vanguard* (Skipper Bill Spearpoint senior) worked the area for 14 days before returning with 786 kits, including 800 of haddocks and 100 of sole, which sold for £14,031.

Enforcing a 200-mile limit

Cont. from page 9

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